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Flying Operations



TG-3/4/9 AIRCREW EVALUATION CRITERIA

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*, and AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*. It establishes procedures and criteria for evaluation of all aircrews performing duties in the TG-3/4/9 aircraft. It does not apply to the Air National Guard or Air Force Reserve Command. File a copy of all approved waivers with this instruction. [Attachment 1](#) contains a glossary of references, abbreviations and acronyms.

See paragraph [1.2](#) of this instruction for guidance on submitting comments and suggesting improvements to this publication.

The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. The Privacy Act System Number F011 AF XO A, Air Force Operations Resource Management Systems (AFORMS) covers required information. The authority for maintenance of AFORMS is Title 37 U.S.C. 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriations Act for 1974), 93-294 (Aviation Career Incentive Act of 1974), DoDD 7730.57 (Aviation Career Incentive Act of 1974 and Required Annual Report, February 5, 1976, with Changes 1 and 2), and Executive Order 9497. This instruction is affected by the Paperwork Reduction Act as amended in 1996.

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Chapter 1

GENERAL INFORMATION

1.1. Conducting Evaluations. All evaluations are conducted in accordance with the provisions of AFI 11-202, Volume 2, and this instruction.

1.2. Recommended Changes and Waivers. Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, through standardization/evaluation (stan/eval) channels. Squadron Stan/Eval will forward approved recommendations to 34 OG/OGV in accordance with AFD 11-2, paragraph 2.4.1. 34 TRW/CC is approval authority for changes/revisions to this instruction. 34 TRW/CC is waiver authority for this instruction. Submit waiver requests in message or memorandum format to 34 OG/OGV.

1.3. Procedures:

1.3.1. Flight examiners (FE) use the evaluation criteria contained in **Chapter 3** for conducting flight and emergency procedures evaluations (EPE). To ensure standard and objective evaluations, FEs must become thoroughly familiar with the prescribed evaluation criteria.

1.3.2. Unless specified, the examinee or FE may fly in either seat that best enables the FE to conduct a thorough evaluation. The FE normally occupies the front seat during periodic instructor mission evaluations.

1.3.3. Prior to the flight, the FE briefs the examinee on the purpose of the evaluation and how it is conducted. The examinee accomplishes required flight planning during the evaluation and furnishes the FE a copy of necessary mission data and maps if required.

1.3.4. The FE thoroughly debriefs all aspects of the flight. Debriefs include the examinee's overall rating, specific deviations, area grades assigned (if other than qualified), and any required additional training. A squadron supervisor must attend the debrief if the overall grade is Q-3.

1.3.5. Group OGV FEs (and above) may administer SPOT evaluations (including those outside their aircrew specialty) to any aircrew member assigned to the group. Squadron commanders may task any squadron assigned FE to administer SPOT evaluations to any aircrew member in their squadron.

1.4. Grading Instructions:

1.4.1. Tolerances in performance parameters are based on conditions of smooth air and stable aircraft conditions. Momentary deviations from tolerances are not considered in grading, provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. Consider cumulative deviations when determining the area grade.

1.4.2. Use the Grading Criteria in Table 4.1. and the definitions listed below to determine individual area grades. When individual areas are performed well above the Grading Criteria standards then make an appropriate comment stating performance and/or instruction was commendable in the Examiner's Remarks in the Comments block of the AF Form 8. FE judgement is exercised when the wording of areas is subjective and specific situations are not covered.

1.4.2.1. (Q) Performance meets Grading Criteria. Deviations occur that do not detract from the overall Grading Area, but are recognized and corrected in a timely manner.

1.4.2.2. (Q-) Performance does not meet Grading Criteria. Deviations occur that detract from the Grading Area when performed according to the Grading Criteria and/or degrades mission effectiveness. Recognition of deviations is slow or delayed and corrections are imprecise, inefficient, incomplete, or untimely. Maneuvers are performed safely but with limited proficiency. Examination of maneuver and procedural knowledge reveals deficiencies in depth of knowledge and/or comprehension.

1.4.2.3. (U) Performance does not meet Grading Criteria. Deviations occur that indicate performance outside allowable standards and/or adversely affects mission effectiveness. Recognition and correction of deviations is excessively slow or nonexistent. Performance is unsafe or indicates lack of knowledge or ability.

1.4.3. Derive the overall flight evaluation grade (Q-1, Q-2, or Q-3) from the area grades, based on a composite for the observed events and tasks according to AFI 11-202, Volume 2, this instruction, and FE judgment.

1.4.4. The General Evaluation Criteria in [Table 1.1](#) apply during all phases of flight (except as noted for specific areas):

Table 1.1. General Evaluation Criteria.

General Area	Q	Q-	U
Altitude	± 100 ft	± 200 ft	Exceeds Q– limits
Airspeed	± 5 mph	± 10 mph	Exceeds Q– limits
Heading	Maintains/rolls out $\pm 10^\circ$ of desired heading	Maintains/rolls out $\pm 20^\circ$ of desired heading	Exceeds Q– limits

1.5. Emergency Procedures Evaluation (EPE). During the ground evaluation, include a sampling of emergency procedures resolved to a logical conclusion.

1.6. Completion of AF Form 8, Certificate of Aircrew Qualification. Record and certify aircrew member qualification using the AF Form 8 in accordance with [Attachment 2](#) and AFI 11-202, Volume 2.

Chapter 2

EVALUATION REQUIREMENTS

2.1. General. There are three types of evaluation in the TG-3/4/9: Qualification (QUAL), Instructor (INSTR), and SPOT. AFI 11-202V2 does not require an Instrument (INSTM) evaluation for TG-3/4/9 pilots. The requirement for a Mission (MSN) evaluation is waived by this instruction IAW the provisions of AFI 11-202V2, paragraph 4.3.3. All areas for evaluation are shown in **Table 2.1.** of this instruction, "Pilot Evaluations." Required (R) areas are indicated for that type of evaluation. A required area is a specific area that must be sampled to complete the evaluation. Include all required areas in the flight evaluation profile. When it is impossible to evaluate a required area in flight, the FE evaluates it by oral examination to complete the evaluation. Document the oral evaluation in the Examiner's Remarks in the Comments block of the AF Form 8. If the FE determines the required item cannot be adequately evaluated orally, the examinee requires an additional flight to complete the evaluation.

2.2. Requisites. All evaluations include the following requisites:

- 2.2.1. Closed and open book examinations.
- 2.2.2. EPE.
- 2.2.3. Boldface/CAPs examination.

2.3. Qualification Pilot Evaluation. A qualification (QUAL) evaluation is administered to those individuals who will not instruct students. Typical evaluation profiles are:

- 2.3.1. TG-3. All qualification evaluations include a minimum of two sorties. Fly the first sortie in the TG-9 to evaluate spin recoveries. Monitor the second sortie (flown in the TG-3) from the tower, evaluating spins in both directions and all area/pattern maneuvers.
- 2.3.2. TG-4. All initial qualification evaluations include a minimum of two sorties. Periodic evaluations include one or two sorties. If only one sortie, plan an area tow with the examinee in the front seat (CG permitting) and include a sampling of area maneuvers. If a second sortie is flown, the examinee occupies the rear seat. The examinee briefs the examiner on the sortie profile and performs at least one takeoff and landing.
- 2.3.3. TG-9. All initial qualification evaluations include a minimum of two sorties with a takeoff and landing from each seat. Periodic evaluations include one or two sorties. The first sortie is a spin proficiency sortie, with the examinee in the rear seat (CG permitting) and includes a sampling of area maneuvers, pattern, and landing. The second sortie (if required) includes proficiency items requested by the examiner. The ground evaluation should include all basic and advanced qualification topics for which the examinee is qualified (TG-3, TG-4, TG-9, cross-country, aerobatics, competition, wave, and demonstration). The examinee briefs the examiner on the sortie profile(s). A TG-9 QUAL evaluation satisfies the recurring QUAL evaluation requirements in the TG-3 and TG-4 provided all requisites are met for each MDS aircraft (reference AF/XOO Memo [Waiver], 7 Dec 98.)

2.4. Instructor Pilot Evaluation. All instructor pilot (IP) evaluations are combined with aircraft qualification evaluations to evaluate both proficiency and instructor ability. Typical evaluation profiles are:

2.4.1. TG-3. Accomplish TG-9 QUAL/INSTR evaluation in accordance with paragraph 2.4.3. TG-3 instructors are limited to rated staff officers only.

2.4.2. TG-4. All initial qualification evaluations include a minimum of two sorties. Training units will select one of the following profiles:

2.4.2.1. Airmanship 251. This profile is for instructors who are not Airmanship 461 (AM-461) qualified. The profile may include one or two sorties. The first sortie simulates a typical Airmanship 251 (AM-251) sortie. The second sortie (if required) includes proficiency and/or instruction items requested by the examiner. The examinee briefs the sortie profile as if the examiner were an AM-251 student. The examinee determines the profile based on an example AM-251 grade card provided by the examiner. The example grade card is filled out to allow a sampling of AM-251 maneuvers as well as guiding the examinee to accomplish all required areas. The examinee debriefs the examiner after the sortie(s). The examinee flies in the rear seat.

2.4.2.2. Airmanship 461. This profile is for instructors who are AM-461 qualified. The profile includes one or two sorties. The first sortie simulates a typical AM-461 sortie from phase I or III, (depending on the level at which examinee is qualified to instruct.) The second sortie (if required) includes proficiency and/or instruction items requested by the examiner. The ground evaluation includes AM-251 and AM-461 topics. The examinee briefs the sortie profile as if the examiner were an AM-461 student. The examinee determines the profile based on an example AM-461 grade card provided by the examiner. The example grade card is filled out to allow a sampling of AM-461 maneuvers as well as guiding the examinee to accomplish all required areas. The examinee debriefs the examiner after the sortie(s). The examinee flies in the rear seat for a Phase I sortie and the front seat for a phase III sortie.

2.4.3. TG-9. All initial qualification evaluations include a minimum of two sorties with a takeoff and landing from each seat. Periodic evaluations include one or two sorties. The first sortie is a spin proficiency sortie, with the examinee in the rear seat (CG permitting) and includes a sampling of area maneuvers, pattern, and landing. The second sortie (if required) includes proficiency and/or instruction items requested by the examiner. The ground evaluation should include all basic and advanced qualification topics for which the instructor is qualified (TG-3, TG-4, TG-9, cross-country, aerobatics, competition, wave, and demonstration). The examinee briefs the examiner on the sortie profile(s). A TG-9 QUAL/INSTR evaluation satisfies the recurring QUAL/INSTR evaluation requirements in the TG-3 and TG-4 provided all requisites are met for each MDS aircraft (reference AF/XOO Memo [Waiver], 7 Dec 98.)

Table 2.1. TG-4 Pilot Evaluations.

Area	Title	TG-4	TG-4	
		MP	IP	
		QUAL	QUAL	INSTR
1	General Knowledge	R	R	R
2	Emergency Procedures	R	R	R
3	Crew Resource Management	R	R	
4	Publications	R	R	
5	Ground Operations	R	R	R

Area	Title	TG-4	TG-4	
		MP	IP	
		QUAL	QUAL	INSTR
6	In-Flight Checks	R	R	R
7	Takeoff	R	R	R
8	Aerotow Straight	R	R	R
9	Aerotow Turns	R	R	R
10	General Aircraft Control	R	R	R
11	Radio Procedures	R	R	R
12	Clearing	R	R	R
13	Judgment	R	R	R
14	Box the Wash			
15	Slack Line			
16	Release			
17	Slow Flight	R		R
18	Steep Turns			
19	Nose-High Stall			
20	Turning Stall			
21	Landing Attitude Stall			
22	Spiral Dive			
23	Rope Break	Note 2	Note 2	Note 2
24	Spin Prevent			
25	In-Flight Planning/Area Orientation	R	R	R
26	Slips			
27	Normal Pattern	Note 1	Note 1	Note 1
28	Low Pattern	Note 1	Note 1	Note 1
29	Extended Base	Note 1	Note 1	Note 1
30	Normal Landing	Note 1	Note 1	Note 1
31	No Airbrakes Pattern & Landing	Note 1	Note 1	Note 1
32	Off-Field Landing	Note 1	Note 1	Note 1
33	Hard Surface Landing	Note 1	Note 1	Note 1
34	No Altimeter Pattern & Landing	Note 1	Note 1	Note 1
35	Downwind Pattern & Landing	Note 1	Note 1	Note 1
36	Spins			
37	Transfer of Aircraft Control		R	R
38	Grading Practices		R	

Table 2.2. TG-3/9 Pilot Evaluations.

Area	Title	TG-3		TG-9	TG-9	
		MP		MP	IP	
		QUAL/ TG-9	QUAL/ TG-3	QUAL	QUAL	INSTR
1	General Knowledge		R	R	R	R
2	Emergency Procedures		R	R	R	R
3	Crew Resource Management	R	R	R	R	
4	Publications		R	R	R	
5	Ground Operations		R	R	R	R
6	In-Flight Checks			R	R	R
7	Takeoff		R	R	R	R
8	Aerotow Straight		R	R	R	R
9	Aerotow Turns		R	R	R	R
10	General Aircraft Control	R		R	R	R
11	Radio Procedures	R	R	R	R	R
12	Clearing	R		R	R	R
13	Judgment			R	R	R
14	Box the Wash					
15	Slack Line					
16	Release			R		R
17	Slow Flight					
18	Steep Turns					
19	Nose-High Stall					
20	Turning Stall					
21	Landing Attitude Stall					
22	Spiral Dive					
23	Rope Break					
24	Spin Prevent					
25	In-Flight Planning/Area Orientation	R	R	R	R	R
26	Slips					
27	Normal Pattern		Note 1	Note 1	Note 1	Note 1
28	Low Pattern		Note 1	Note 1	Note 1	Note 1
29	Extended Base		Note 1	Note 1	Note 1	Note 1
30	Normal Landing		Note 1	Note 1	Note 1	Note 1
31	No Airbrakes Pattern & Landing		Note 1			

Area	Title	TG-3		TG-9	TG-9	
		MP		MP	IP	
		QUAL/ TG-9	QUAL/ TG-3	QUAL	QUAL	INSTR
32	Off-Field Landing		Note 1	Note 1	Note 1	Note 1
33	Hard Surface Landing		Note 1	Note 1	Note 1	Note 1
34	No Altimeter Pattern & Landing		Note 1	Note 1	Note 1	Note 1
35	Downwind Pattern & Landing		Note 1	Note 1	Note 1	Note 1
36	Spins	Note 3	Note 3	Note 3	Note 3	Note 3
37	Transfer of Aircraft Control	R			R	R
38	Grading Practices				R	

LEGEND FOR TABLES 2.1. AND 2.2:

R - Required Area

NOTES:

1. Sample at least one type of pattern and landing.
2. Evaluate in flight during all initial qualification evaluations.
3. Evaluate in flight.

Chapter 3

EVALUATION CRITERIA

3.1. Evaluations. To ensure standard and objective evaluations, use Grading Criteria in [Table 3.1](#) for required proficiency standards. However, when evaluating instructors, use more general criteria to determine if instructor performance meets the desired mission objectives. Apply the following guidelines to assess the quality of instruction:

3.1.1. Accuracy. Base instruction of a particular task on the delivery of accurate information, i.e., any information presented by the instructor should accurately reflect the numbers, procedures and policies contained in the Grading Criteria.

3.1.2. Appropriateness. Tailor instruction to the student and the task being performed. Avoid teaching above or below the probable level of student understanding.

3.1.3. Timeliness. Time inputs to provide the maximum benefit to the student learning a given task. Depending on the particular situation, the instructor gives inputs at prebrief, during an instructor demonstration, after student performance, or during a debrief.

3.1.4. Error Analysis. The instructor notes student errors and delivers feedback to the student in a fashion that focuses on the techniques and/or procedures necessary for student improvement.

3.1.5. Presentation. Instructor manner and presentation of information is always positive and motivational. Negatively oriented and demeaning delivery is never acceptable.

3.1.6. Intervention. The instructor intervenes, either verbally or physically, prior to exceeding appropriate safety limits. Conversely, the instructor does not intervene so early as to reduce the opportunity for student learning.

Table 3.1. Evaluation Criteria.

Grading Area	Grading Criteria
Area 1. General Knowledge: a. Aircraft General:	Demonstrates thorough knowledge of aircraft systems, limitations, and performance characteristics.
b. Flight Rules/Procedures:	Thorough knowledge of flight rules and procedures.
c. Local Area Procedures:	Thorough knowledge of local procedures.
Area 2. Emergency Procedures:	Uses all available indications to analyze the situation and emergency. Applies correct, immediate response to Boldface/CAPs and non-Boldface emergency situations. Resolves the emergency situation to a logical conclusion. Effectively uses checklist and in-flight guide. If in flight, maintains aircraft control during performance of critical or non-critical action emergency procedures.
Area 3. Crew Resource Management:	Effectively coordinates with other crewmember throughout the mission. Contributes to the smooth and efficient operation of the aircrew.
Area 4. Publications:	All publications required by AFI 11-2TG-3/4/9V3 and local procedures are current, contain all supplements/changes and are properly posted.
Area 5. Ground Operations:	Accurately determines readiness of aircraft for flight. Performs all pre-takeoff and post-landing checks in accordance with the flight manual and applicable directives. Ground handles the aircraft properly.
Area 6. In-Flight Checks:	Correctly performs all required in-flight checks in a timely manner. Refers to appropriate checklists for all normal and simulated emergency procedures if time and conditions permit.
Area 7. Takeoff:	Maintains smooth aircraft control on centerline throughout takeoff. Promptly establishes proper pitch attitude allowing the aircraft to accelerate to liftoff speed (-0, +5 mph). Applies appropriate crab after takeoff to remain directly behind the towplane. Once the towplane is airborne, transitions timely to the high tow position.
Area 8. Aerotow Straight:	Uses appropriate control inputs to remain coordinated in the high tow position directly behind the towplane.
Area 9. Aerotow Turns:	Uses appropriate control inputs to roll in, maintain, and roll out of turns in the high tow position. Flies the same arc as the towplane and remains coordinated throughout the turn.
Area 10. General Aircraft Control:	Demonstrates thorough knowledge of the flight controls and uses them to maneuver the aircraft properly. Maintains appropriate airspeeds for each particular phase of flight. Remains coordinated during all phases of flight (except for intentional slips, spins, and spin prevents). Initiates timely roll out to maintain a desired heading.

Grading Area	Grading Criteria
Area 11. Radio Procedures:	Complete knowledge of and compliance with correct communication procedures. Effectively communicates with concise, accurate, and proper radio terminology. Maintains awareness of other radio calls and times transmissions appropriately.
Area 12. Clearing:	Maintains constant vigilance during all phases of flight using visual and auditory information to recognize and avoid conflicting traffic.
Area 13. Judgment:	Displays the airmanship and ability to make timely decisions and select alternative courses of action essential to mission accomplishment. Recognizes deviations and unsafe situations and takes appropriate action without prompting. Recognizes environmental effects on the mission and adjusts accordingly.
Area 14. Box the Wash:	Starting from the high tow position moves laterally, then down, over, and up, to fly a box around the prop wash, stopping momentarily at each corner and finishing in the high tow position. The bottom of the box passes through the low tow position. (Exception: The bottom of the box passes through the bottom of the prop wash when flying the TG-9.)
Area 15. Slack Line:	Recognizes a slack line condition and corrects promptly without entering a secondary slack line. Minimizes deviation below the high tow position. Returns to the high tow position in a timely manner. (AM-461 Phase II students and higher must demonstrate the ability to properly set up a slack line.
Area 16. Release:	Properly clears for both aircraft, releases, and makes a coordinated right-hand turn away from the towplane. Releases in the proper location and position and attains a suitable airspeed for the existing conditions.
Area 17. Slow Flight:	Determines and maintains airspeed 3-5 mph above the first aerodynamic indication of a stall in wings-level flight and shallow turns. Uses sufficient rudder to remain coordinated throughout the maneuver.
Area 18. Steep Turns:	In turns using 45-60° of bank maintains airspeed (± 10 mph) and rolls out on desired point ($\pm 20^\circ$). Uses sufficient rudder to remain coordinated throughout the maneuver.
Area 19. Nose-High Stall:	Raises the nose of the aircraft with sufficient airspeed to reach a wings-level 20-30° nose-high attitude. Continues adding backstick pressure to maintain the nose-high attitude until the aircraft fully stalls. As the nose falls (or wing drops), releases backstick pressure and recovers to a safe flying airspeed without a secondary stall.
Area 20. Turning Stall:	Enters a shallow bank turn and holds a constant bank angle with a slightly nose-high attitude. Recovers promptly at the first aerodynamic indication of a stall by relaxing backstick pressure (closing airbrakes if open) and using rudder (primary) and ailerons to roll wings level. Completes the recovery to a safe flying airspeed without entering a secondary stall.
Area 21. Landing Attitude Stall:	Enters a normal wings-level landing attitude with at least ½ airbrakes. Recovers promptly at the first aerodynamic indication of a stall by relaxing backstick pressure (primary) and closing airbrakes. Completes the recovery by establishing the landing attitude without entering a secondary stall while maintaining minimum safe flying airspeed.

Grading Area	Grading Criteria
Area 22. Spiral Dive:	Enters a steep bank turn then continues to increase backstick pressure and bank angle to enter a spiral dive. Recovers promptly by relaxing backstick pressure, rolling wings level with coordinated rudder and aileron, and recovering to a normal flying attitude and airspeed.
Area 23. Rope Break:	Performs the Boldface/CAPs and takes the appropriate action to make a safe pattern and landing considering location, altitude, and existing weather conditions.
Area 24. Spin Prevent:	Enters from a shallow nose-high turn (0-15° bank, 0-15° pitch). Just prior to stall, increases backstick pressure to full and applies full pro-spin rudder. At the first indication of a departure from controlled flight (uncontrollable wing drop), immediately recovers using forward stick pressure and opposite rudder as necessary to break the stall. The recovery is made promptly without a secondary stall to a normal flying attitude and airspeed.
Area 25. In-Flight Planning/Area Orientation:	Follows local area procedures regarding area boundaries, required ground tracks, and altitude restrictions for all phases of flight. Efficiently uses available airspace to safely accomplish the mission.
Area 26. Slips:	Applies proper cross-controls for existing winds to increase the descent rate while maintaining a proper ground track and airspeed (-0, +10 mph). Slips no lower than 100 ft AGL on final.
Area 27. Normal Pattern:	Arrives over the entry point at 1000 ft AGL (± 200 ft). Flies proper rectangular ground track for existing weather conditions so as to roll out on final no lower than 300 ft AGL. Maintains pattern airspeed (-0, +5 mph) using the pitch of the aircraft. Uses airbrakes/slips to maintain desired glidepath with approximately ½ airbrakes on final. Uses sufficient control inputs to maintain runway centerline on final. Selects appropriate aimpoint to roll up to a predetermined point (± 100 ft).
Area 28. Low Pattern:	Arrives over the entry point at 700 ft AGL (± 100 ft). Attempts to fly a normal pattern, modifying downwind displacement, turn to base, and turn to final to effect a safe pattern and landing. Rolls out on final no lower than 200 ft AGL.
Area 29. Extended Base:	Positions the aircraft down wind from the entry point at a safe altitude. Sequences the aircraft on extended base so as not to interfere with other downwind traffic. Flies a normal base and final once established in the pattern.
Area 30. Normal Landing:	While established on final begins a round out and flare 2-5 ft AGL and touches down smoothly on the main wheel near the stall speed. Removes any crab prior to touch-down and uses the wing-low landing method to correct for crosswinds. Maintains runway centerline (straight ground track if in the grass) during rollout. Slowly releases backstick pressure just prior to loss of elevator authority to gently lower the skid/nosewheel to the ground. Smoothly applies wheel brakes to stop the aircraft.
Area 31. No Airbrakes Pattern & Landing:	Attempts to fly a normal pattern and landing (without airbrakes) modifying downwind displacement, turn to base, and turn to final to effect a safe pattern and landing. Rolls out on final no lower than 200 ft AGL.

Grading Area	Grading Criteria
Area 32. Off-Field Landing:	Selects the correct aimpoint and makes a normal landing in the alternate recovery area, maintaining proper clearances from buildings, taxiways, aircraft and personnel.
Area 33. Hard Surface Landing:	Makes a normal landing on the runway and comes to a stop near mid-field or 200 ft short of any aircraft/obstacle within one wingspan of the runway, whichever occurs first.
Area 34. No Altimeter Pattern & Landing:	Attempts to fly a normal pattern and landing using outside references to judge height above the ground. Rolls out on final no lower than 200 ft AGL.
Area 35. Downwind Pattern & Landing:	Adjusts the traffic pattern as necessary to safely arrive on final, opposite direction at a minimum of 200 ft AGL. Selects an appropriate aimpoint for the wind conditions and makes a normal landing west of sailplane operations but east of the jump pit.
Area 36. Spins: (TG-3/9 only)	Enters and recognizes a developed spin. Properly executes the Boldface/CAPs and recovers with minimum altitude loss. Does not exceed operating limits during entry or recovery.
Area 37. Transfer of Aircraft Control:	Transfers aircraft control using the appropriate physical and verbal procedures of transfer. Does not ride or bump the controls when not flying.
Area 38. Grading Practices:	Accurately assesses student's ability and documents grades in accordance with the training syllabus.

MARVIN R. ESMOND, Lt General, USAF
DCS/Air and Space Operations

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-2TG-3/4/9, Volume 1, *TG-3/4/9 Aircrew Training*

AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*

AFMAN 37-139, *Records Disposition Schedule*

Abbreviations and Acronyms

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFORMS—Air Force Operations Resource Management System

AFPD—Air Force Policy Directive

AGL—Above Ground Level

AM-251—Airmanship 251

AM-461—Airmanship 461

CAPs—Critical Action Procedures

EPE—Emergency Procedures Evaluation

FE—Flight Examiner

FT—Feet

HQ—Headquarters

IP—Instructor Pilot

MP—Mission Pilot

MPH—Miles Per Hour

OG—Operations Group

OGV—Operations Group Standardization/Evaluation

OPR—Office of Primary Responsibility

PDO—Publishing Distribution Office

Q—Qualified

R—Required Area

STAN/EVAL—Standardization/Evaluation

U—Unqualified

VFR—Visual Flight Rules

Attachment 2

SAMPLE AF FORMS 8, CERTIFICATE OF AIRCREW QUALIFICATION

Figure A2.1. Sample AF Form 8 Illustrating Qualification/Instructor – EQ.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 1 Sep 98	
I. EXAMINEE IDENTIFICATION					
NAME (Last, First, Middle Initial)			GRADE		SSAN
Schweizer, Paul [Fig. A2.1.]			C2C		123-45-6789
ORGANIZATION AND LOCATION			ACFT/CREW POSITION		ELIGIBILITY PERIOD
94 FTS, USAF Academy, CO			TG-4A/IP		May - Oct 98
II. QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE	
Open Book	30 Jun 98	97	QUAL/INSTR	1 Sep 98	
Closed Book	30 Jun 98	98			
Boldface/CAPs	30 Jun 98	Q			
EPE	1 Sep 98	1			
QUALIFICATION LEVEL			RESTRICTION (Explain in Comments)		
QUALIFIED	UNQUALIFIED		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		
1			DUE DATES		
EXPIRATION DATE OF QUALIFICATION Feb 00			DATE ADDITIONAL TRAINING COMPLETED N/A		
COMMENTS (If more space is needed, continue on reverse)					
EXCEPTIONALLY QUALIFIED					
EXAMINER'S REMARKS:					
A. Mission Description. The examinee completed an evaluation consisting of two sorties. One simulating an AM-251 student area tow and the other a simulated rope break for an extended base. General Knowledge (Proficiency), Normal Pattern and Landing (INSTR), and Acretow Turns (QUAL and INSTR) were commendable.					
B. Discrepancies. None.					
III. CERTIFICATION					
TYPED NAME AND GRADE		ORGANIZATION	CHECK		DATE
			COMPARISON	NO NEW DISCREPANCIES	
1. FLIGHT EXAMINER Carl T. Hammer, Capt		34 OG/OGV		X	1 Sep 98
2. REVIEWING OFFICER Clarence K. Johnson, Maj		94 FTS/DO			
3. FINAL APPROVING OFFICER Henry H. Arnold, Lt Col		94 FTS/CC			
I CERTIFY that I have been briefed and understand the action being taken this date.					
DATE	TYPED NAME AND GRADE OF EXAMINEE		SIGNATURE		
	Paul Schweizer, C2C				

Figure A2.2. Sample AF Form 8 Illustrating Initial Qualification/Instructor – Q2.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 13 Nov 98		
I. EXAMINEE IDENTIFICATION						
NAME (Last, First, Middle Initial)			GRADE		SSAN	
Boeing, William E. [Fig. A2.2.]			C3C		123-45-6789	
ORGANIZATION AND LOCATION			ACFT/CREW POSITION		ELIGIBILITY PERIOD	
94 FTS, USAF Academy, CO			TG-4A/IP		N/A	
II. QUALIFICATION						
GROUND PHASE			FLIGHT PHASE			
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE		
Open Book	3 Nov 98	96	INTT QUAL/INSTR	13 Nov 98		
Closed Book	4 Nov 98	80/90				
Boldface/CAPS	5 Nov 98	U/Q				
EPE	13 Nov 98	I				
QUALIFICATION LEVEL			RESTRICTION (Excludes in Comments)			
QUALIFIED	UNQUALIFIED		<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			
2						
EXPIRATION DATE OF QUALIFICATION Apr 00			ADDITIONAL TRAINING			
			DUE DATES 31 Jan 99			
			DATE ADDITIONAL TRAINING COMPLETED 30 Nov 98			
COMMENTS (If more space is needed, continue on reverse)						
RESTRICTIONS: A. The examinee will not fly as an aircrew member until successful reexamination of Boldface/CAPS. (Date of Unsat: 4 Nov 98)						
EXAMINER'S REMARKS: A. Mission Description: The examinee completed an evaluation consisting of two sorties. One simulating an AM-251 student area tow and the other a simulated rope break for an extended base. B. Discrepancies: 1. Ground. Area 1. General Knowledge (QUAL) -- Q. Knowledge of local area procedures was incomplete.						
III. CERTIFICATION						
TYPED NAME AND GRADE	ORGANIZATION	CHECK			SIGNATURE	DATE
		EXCELLENT	GOOD	NOT GOOD		
1. FLIGHT EXAMINER Carl T. Hammer, Capt	34 OG/OGV			X		13 Nov 98
2. REVIEWING OFFICER Clarence K. Johnson, Maj	94 FTS/DO					
3. FINAL APPROVING OFFICER Henry H. Arnold, Lt Col	94 FTS/CC					
I CERTIFY that I have been briefed and understand the action being taken this date.						
DATE	TYPED NAME AND GRADE OF EXAMINEE				SIGNATURE	
	William E. Boeing, C3C					

Figure A2.2.Continued.

AF FORM 8, MAY 85 CONTINUATION SHEET	
[Fig. A2.2. Continued]	
2. Flight.	
Area 6. In-Flight Checks (QUAL) -- Q-.	Preoccupation with instruction resulted in late completion of the Before Landing Check.
Area 7. Takeoff (QUAL) -- Q-.	Preoccupation with instruction resulted in pilot induced oscillations after liftoff and subsequent touchdown.
Area 27. Normal Pattern (QUAL) -- Q-.	Rushed pattern and a long aimpoint resulted in landing long.
C. Recommended Additional Training:	
1. Ground.	Accomplish two hours of supervised review, followed by a ground evaluation with a squadron supervisor.
2. Flight.	Accomplish one training sortie with a squadron supervisor, emphasizing normal patterns and the importance of flying the aircraft over instructing the student when an abnormal situation develops.
REVIEWING OFFICER'S REMARKS: Cadet Boeing completed additional training with Capt Jones on 30 Nov 98. The ground evaluation and sortie covered all required areas to a satisfactorily level. No further action required.	
<i>Signed/dated</i> CLARENCE K. JOHNSON, Maj, USAF Operations Officer	

Figure A2.3. Sample AF Form 8 Illustrating Initial Qualification - Q3.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 10 Nov 98	
I. EXAMINEE IDENTIFICATION					
NAME (Last, First, Middle Initial)			GRADE	SSAN	
Cessna, Clyde [Fig. A2.3.]			C2C	123-45-6789	
ORGANIZATION AND LOCATION			ACFT/CREW POSITION	ELIGIBILITY PERIOD	
94 FTS, USAF Academy, CO			TG-9A/MP	N/A	
II. QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE	
Open Book	3 Oct 98	96	INIT QUAL	10 Nov 98	
Closed Book	4 Oct 98	90			
Boldface/CAPs	4 Oct 98	Q			
EPE	24 Oct 98	3/1			
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	ADDITIONAL TRAINING		
QUALIFIED	UNQUALIFIED		DUE DATES		
	3		EPE 31 Dec 98, FLT 31 Jan 99		
EXPIRATION DATE OF QUALIFICATION N/A			DATE ADDITIONAL TRAINING COMPLETED EPE 24 Oct 98, FLT 7 Nov 98		
COMMENTS (If more space is needed, continue on reverse)					
RESTRICTIONS: A. The examinee will accomplish additional EPE training before the flight phase of the evaluation.					
EXAMINERS REMARKS: A. Mission Description: No flight evaluation flown due to unsatisfactory performance during the EPE. B. Discrepancies: 1. Ground (EPE). (Date of Q-3: 13 Oct 98) Knowledge of local area procedures and flight manual was inadequate.					
III. CERTIFICATION					
TYPED NAME AND GRADE		ORGANIZATION	CHECK		DATE
			COMPL	DO NOT COMPL	
1. FLIGHT EXAMINER Carl T. Hammer, Capt		94 FTS/DOV		X	10 Nov 98
2. REVIEWING OFFICER Clarence K. Johnson, Maj		94 FTS/DO			
3. FINAL APPROVING OFFICER Henry H. Arnold, Lt Col		94 FTS/CC			
I CERTIFY that I have been briefed and understand the action being taken this date.					
DATE	TYPED NAME AND GRADE OF EXAMINEE		SIGNATURE		
	Clyde Cessna, C2C				

Figure 2.3. Continued.

AF FORM 8, MAY 86 CONTINUATION SHEET
[Fig. A2.3. Continued]
C. Recommended Additional Training: 1. Ground (EPE). Examinee must accomplish two hours of review of local area procedures and the flight manual under the supervision of an IP.
REVIEWING OFFICERS REMARKS: C2C Cessna completed all additional ground training with Capt Stick on 24 Oct 98. Flight evaluation required.
<div style="text-align: right;"><i>signed/dated</i> CLARENCE K. JOHNSON, Maj, USAF Operations Officer</div>
RESTRICTIONS: A. The examinee is placed in a SUPERVISED STATUS and will not perform aircrew duties until a successful QUAL recheck has been accomplished.
EXAMINERS REMARKS: A. Mission Description: The examinee completed an unsatisfactory evaluation consisting of one sortie. A front seat spin sortie to 12,500 ft in the Western Aerobatic Area was flown. The planned rear seat pattern tow was not flown. B. Discrepancies: 1. Flight. Area 7. Takeoff (QUAL) -- Q-. Over rotation resulted in pilot induced oscillations and aircraft touching down after liftoff. Area 36. Spins (QUAL) -- U. Examinee improperly applied boldface procedures resulting in IP intervention. C. Recommended Additional Training: 1. Flight. Examinee must fly a minimum of two review sorties emphasizing proper spin recovery procedures. Flight recheck must be accomplished for Spins (QUAL) to an acceptable level.
REVIEWING OFFICERS REMARKS: Two sorties emphasizing correct departure recovery procedures were flown with Capt Jones on 6 and 7 Nov 98. RQ QUAL evaluation required.
<div style="text-align: right;"><i>signed/dated</i> CLARENCE K. JOHNSON, Maj, USAF Operations Officer</div>

Figure A2.4. Sample AF Form 8 Illustrating Recheck – Q1.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 28 Nov 98	
I. EXAMINEE IDENTIFICATION					
NAME (Last, First, Middle Initial) Cessna, Clyde [Fig. A2.4.]			GRADE C2C		SSAN 123-45-6789
ORGANIZATION AND LOCATION 94 FTS, USAF Academy, CO			ACFT/CREW POSITION TG-9A/MP		ELIGIBILITY PERIOD N/A
II. QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE	
			RQ QUAL.	28 Nov 98	
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING		
QUALIFIED	UNQUALIFIED		DUE DATES N/A		
1			DATE ADDITIONAL TRAINING COMPLETED N/A		
EXPIRATION DATE OF QUALIFICATION Apr 00					
COMMENTS (If more space is needed, continue on reverse)					
EXAMINER'S REMARKS: A. Mission Description. This was a recheck QUAL evaluation. The examinee accomplished all spin boldface procedures successfully. B. Discrepancies: 1. Flight. Area 27. Normal Pattern (QUAL) -- Q-. Long aimpoint resulted in landing longer than desired.					
III. CERTIFICATION					
TYPED NAME AND GRADE		ORGANIZATION	CHECK CORRECT NO CORRECT NO CORRECT NO		SIGNATURE DATE
1. FLIGHT EXAMINER Carl T. Hammer, Capt		94 FTS/DOV	X		28 Nov 98
2. REVIEWING OFFICER Clarence K. Johnson, Maj		94 FTS/DO			
3. FINAL APPROVING OFFICER Henry H. Arnold, Lt Col		94 FTS/CC			
I CERTIFY that I have been briefed and understand the action being taken this date.					
DATE	TYPED NAME AND GRADE OF EXAMINEE Clyde Cessna, C2C		SIGNATURE		

Figure A2.5. Sample AF Form 8 Illustrating No Notice Qualification/Instructor- Q1.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 16 Oct 98	
I. EXAMINEE IDENTIFICATION					
NAME (Last, First, Middle Initial)			GRADE	SSAN	
Schleicher, Alexander [Fig. A2.5.]			C2C	123-45-6789	
ORGANIZATION AND LOCATION			ADFT/CREW POSITION	ELIGIBILITY PERIOD	
94 FTS, USAF Academy, CO			TG-9A/IP	N/A	
II. QUALIFICATION					
GROUND PHASE			FLIGHT PHASE		
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE	
TG-3 Open Book		93			
TG-3 Closed Book	14 Oct 98	95	NN QUAL/INSTR	19 Sep 98	
TG-4 Open Book		97			
TG-4 Closed Book	15 Oct 98	85			
TG-9 Open Book		98			
TG-9 Closed Book	16 Oct 98	100			
Boldface/CAPs	19 Sep 98	Q			
EPE	19 Sep 98	I			
QUALIFICATION LEVEL			ADDITIONAL TRAINING		
QUALIFIED	UNQUALIFIED	RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	DUE DATES		
I			N/A		
EXPIRATION DATE OF QUALIFICATION Feb 00			DATE ADDITIONAL TRAINING COMPLETED N/A		
COMMENTS (If more space is needed, continue on reverse)					
EXAMINER'S REMARKS:					
A. Mission Description. The examinee completed a No-Notice evaluation consisting of one sortie simulating an AM-461 spin training sortie. This evaluation satisfies recurring evaluation requirements in the TG-3, TG-4, and TG-9. Slack Line (INSTR) was commendable.					
B. Discrepancies. None.					
Note: The "Date Completed" is the date of the last evaluation requisite, while the "Expiration Date" is based on the date of the flight phase. These blocks, and the test scores, remain blank until the testing is complete (must be accomplished no later than the last day of the 2nd month following the month of the flight evaluation.) Show "Eligibility Period" if examinee is In-the-Eligibility Period. If open and closed book exams are taken on different dates, use the latest date in the "date block."					
III. CERTIFICATION					
TYPED NAME AND GRADE		ORGANIZATION	CHECK		DATE
			CHECK	DO NOT CHECK	
1. FLIGHT EXAMINER Carl T. Hammer, Capt		34 OG/OGV		<input checked="" type="checkbox"/>	16 Oct 98
2. REVIEWING OFFICER Clarence K. Johnson, Maj		94 FTS/DO			
3. FINAL APPROVING OFFICER Henry H. Arnold, Lt Col		94 FTS/CC			
I CERTIFY that I have been briefed and understand the action being taken this date.					
DATE	TYPED NAME AND GRADE OF EXAMINEE		SIGNATURE		
	Alexander Schleicher, C2C				

Figure A2.6. Sample AF Form 8 Illustrating Initial Qualification TG-3-Q1.

CERTIFICATE OF AIRCREW QUALIFICATION				DATE COMPLETED 20 Oct 98			
I. EXAMINEE IDENTIFICATION							
NAME (Last, First, Middle Initial)			GRADE	SSAN			
Schweizer, Jenny [Fig. A2.6.]			C2C	123-45-6789			
ORGANIZATION AND LOCATION			ACFT/CREW POSITION	ELIGIBILITY PERIOD			
94 FTS, USAF Academy, CO			TG-3A/MP	N/A			
II. QUALIFICATION							
GROUND PHASE			FLIGHT PHASE				
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK	DATE			
Open Book	30 Jul 98	98	INIT QUAL	1 Oct 98			
Closed Book	30 Jul 98	95	INIT QUAL	20 Oct 98			
Boldface/CAPs	30 Jul 98	Q					
EPE	1 Oct 98	I					
QUALIFICATION LEVEL		RESTRICTION (Explain in Comments) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ADDITIONAL TRAINING				
QUALIFIED	UNQUALIFIED		DUE DATES				
I			N/A				
EXPIRATION DATE OF QUALIFICATION Mar 00			DATE ADDITIONAL TRAINING COMPLETED N/A				
COMMENTS (If more space is needed, continue on reverse)							
EXAMINER'S REMARKS: A. Mission Description. The examinee completed a TG-3 spin recovery evaluation in the TG-9 on 1 Oct 98. The sortie was flown in the Western Aerobatic Area and covered spins in both directions. B. Discrepancies. None.							
III. CERTIFICATION							
TYPED NAME AND GRADE		ORGANIZATION	CHECK			SIGNATURE	DATE
			CORRECT	DO NOT CORRECT	REMARKS		
1 FLIGHT EXAMINER Carl T. Hammer, Capt		34 OG/OGV			X		20 Oct 98
2 REVIEWING OFFICER Clarence K. Johnson, Maj		94 FTS/DO					
3 FINAL APPROVING OFFICER Henry H. Arnold, Lt Col		94 FTS/CC					
I CERTIFY that I have been briefed and understand the action being taken this date.							
DATE	TYPED NAME AND GRADE OF EXAMINEE				SIGNATURE		
	Jenny Schweizer, C2C						

Figure A2.6. Continued.

[Fig. A2.6. Continued]

ADDITIONAL EXAMINER'S REMARKS:

A. Mission Description. The examinee completed a TG-3 evaluation on 20 Oct 98 consisting of one monitored solo from the RSU.

B. Discrepancies:

1. Ground.

Area 1. General Knowledge (QUAL) -- Q-. Knowledge of flight manual and local area procedures was incomplete.

signed/dated
REINER STEMME, Maj, USAF
Evaluator Pilot

Figure A2.7. Sample AF Form 8 Illustrating No-Notice Spot – Q1.

CERTIFICATE OF AIRCREW QUALIFICATION					DATE COMPLETED 19 Sep 98					
I. EXAMINEE IDENTIFICATION										
NAME (Last, First, Middle Initial)				GRADE		SSAN				
Weibel, Gerhard [Fig. A2.7.]				C2C		123-45-6789				
ORGANIZATION AND LOCATION				ACFT/CREW POSITION		ELIGIBILITY PERIOD				
94 FTS, USAF Academy, CO				TG-9A/IP		N/A				
II. QUALIFICATION										
GROUND PHASE			FLIGHT PHASE							
EXAMINATION/CHECK	DATE	GRADE	MISSION/CHECK		DATE					
			NN SPOT		19 Sep 98					
QUALIFICATION LEVEL			RESTRICTION (Specify in Comments)							
<table border="1"> <tr> <td>QUALIFIED</td> <td>UNQUALIFIED</td> </tr> <tr> <td>I</td> <td></td> </tr> </table>			QUALIFIED	UNQUALIFIED	I		<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO			
QUALIFIED	UNQUALIFIED									
I										
EXPIRATION DATE OF QUALIFICATION Feb 00			ADDITIONAL TRAINING DUE DATES N/A DATE ADDITIONAL TRAINING COMPLETED N/A							
COMMENTS (If more space is needed, continue on reverse)										
EXAMINER'S REMARKS: A. Mission Description. The examinee completed a No-Notice evaluation consisting of one sortie simulating an AM-461 spin training sortie. This evaluation does not satisfy recurring evaluation requirements in the TG-3, TG-4, or TG-9. B. Discrepancies. None.										
III. CERTIFICATION										
TYPED NAME AND GRADE		ORGANIZATION	CHECK			SIGNATURE	DATE			
			CONDUCT	SKILL	ATTITUDE					
1. FLIGHT EXAMINER Carl T. Hammer, Capt		34 OG/OGV			X		19 Sep 98			
2. REVIEWING OFFICER Clarence K. Johnson, Maj		94 FTS/DO								
3. FINAL APPROVING OFFICER Henry H. Arnold, Lt Col		94 FTS/CC								
I CERTIFY that I have been briefed and understand the action being taken this date.										
DATE	TYPED NAME AND GRADE OF EXAMINEE				SIGNATURE					
	Gerhard Weibel, C2C									